April 27, 2014

Dayton Rural Preservation Society
PO Box 88
Dayton, MD 21036

To Whom It May Concern:

Having been in the asphalt paving business for 38 years, 27 of those in business for myself, and now holding the position of Asphalt Paving Consultant with a local engineering firm, I would like to take the opportunity to point out the hard facts relating to the impact of the proposed mulching facility on our street and those surrounding.

Green Bridge Road had a tar and chip surface for the past 40+ years until approximately 2010 when this surface was milled away and a new ±2" thick layer of hot mix asphalt was installed. According to the standards of the 10th Edition of Hot Mix Asphalt Pavement Design Guide, published by The Maryland Asphalt Association, Inc., there are certain criteria that apply to good paving practices for roads for different traffic uses. (Page 4 and 5 attached.) As such, our residential road should remain to be considered a "Low Traffic Designation" road, as referenced on page 5, which limits its usable traffic allowance to passenger cars and normal service/delivery truck traffic.

Green Bridge Road does not have any road shoulders for emergency pull-off for an oncoming vehicle in the event of a large truck or tractor trailer using the opposing lane for counter steer into a construction/industrial driveway. And although, the road has an 8' foot easement (right-of-way) on each side of the road as designated by the County, this is not enough for installation of any acceleration/deceleration lanes. In addition, the drainage alongside of the road is barely adequate at present, and would remain highly questionable upon the installation of any industrial operation.

The substructure of Green Bridge Road, that is the materials below the 2" of asphalt, will not be able to handle the continuous number and weight of inbound/outbound traffic proposed, leaving the residents of the area to deal with the constant failing road conditions. One loaded tractor trailer (18-wheeler) is equivalent to 9,600 cars on the road. This is called the "Equivalent Single-Axle Load" rating, or ESAL effect. Multiply this times the 40- 50 trucks a day (or more) that have been admittedly estimated, and the daily ESAL would be 384,000 – 480,000 cars: grossly over the recommended load for our road as outlined in Chart 2, page 5 of the Guide.

In consideration of the evidence I have presented, it would be illogical, and extremely unsafe and irresponsible to allow such a facility and its accompanying traffic to establish itself on <u>any</u> of our rural residential roads.

Sincerely,

Ronald H. Brookman
5152 Green Bridge Road
Dayton, MD 21036